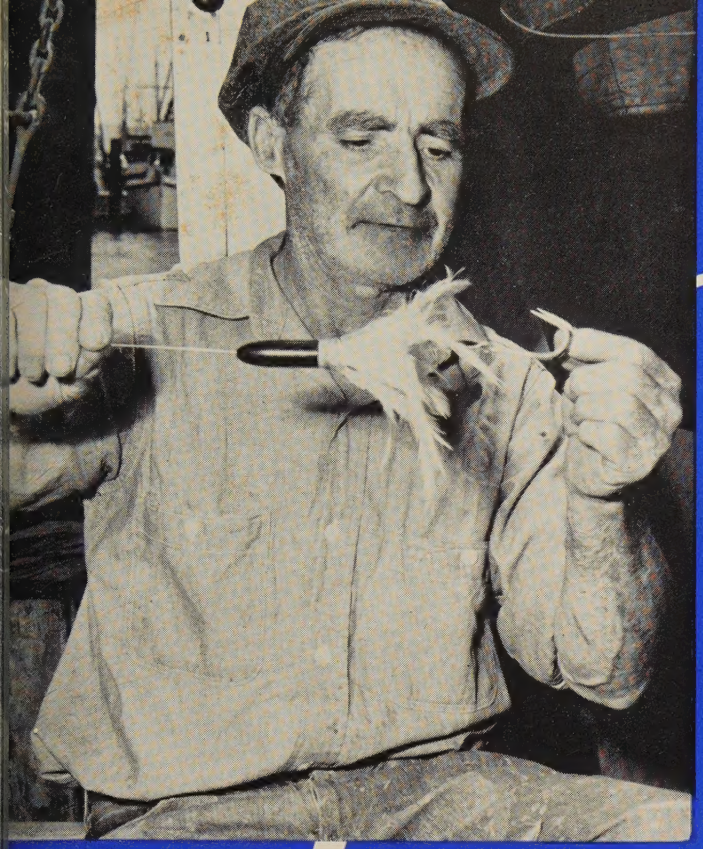

. . . Preparations
(See "Ebb'n Flow," Page 8)

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PAN-AMERICAN fisherman

Pan-American GREETS THE FLEET!

A NEW FEATURE

—Page 12

WINDFALL!

from pessimism to optimism

BY STUART ALTON

—Page 11

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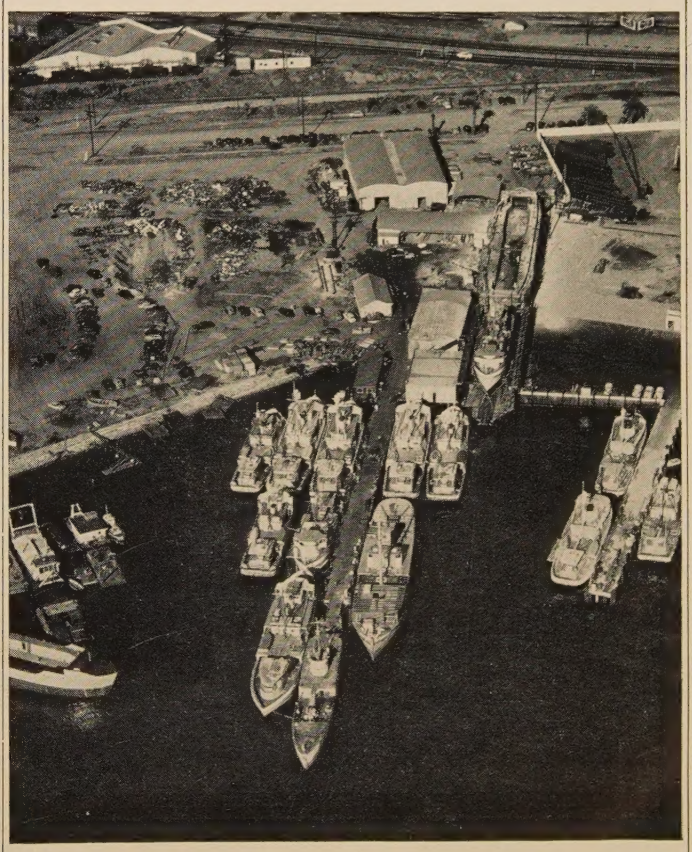

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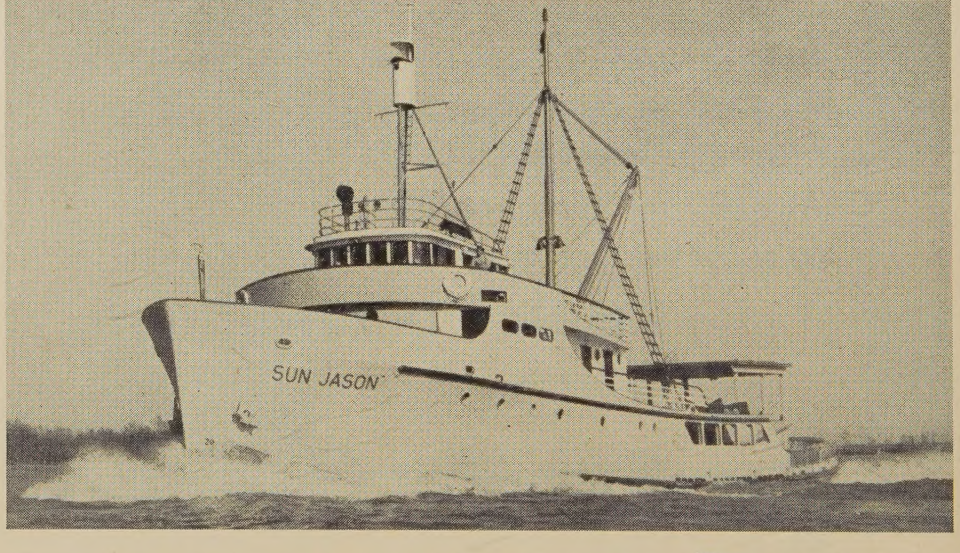

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Volume 5 Number 2

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CONTRIBUTING EDITORS
Stuart Alton
Frank Evans
John Hegeman
William A. Walters
Dorothy Harvey
Copp Collins
George Eacobellis (Photographer)

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ABOUT THIS ISSUE:

THE article entitled *Windfall!* on page 11 of this issue, is one we enjoyed personally, as we have enjoyed few stories this year. For one thing, it brings back to these pages Stuart Alton, whom many people think has been absent too long. For another, it is good to see, after so long a struggle, that the tuna fishermen and canners are in line for a break at last. The Mexican treaty of 1943 of course, has long been a source of contention between Americans and foreign elements, and, as Alton brings out, failure to renew it brought a new optimism into the fish business everywhere. But perhaps we should leave the editorialising to its proper place, which certainly is not in this column.

•

This issue marks the advent of a new feature on page 12, which we hope will not only round out our "news file," but will, at the same time, appeal to the group of *Pan-American Fisherman* magazine readers who prefer more of a local slant to their reading. It is called *Pan-American Greets The Fleet*, and it will appear each month. We shall try to carry plenty of pictures to emphasize the activities of crewmen, skippers, boats and clippers, as well as notes of what happened at sea, and the feature will be handled by Dorothy Harvey, *Pan-American* columnist. Formerly, Miss Harvey, as you will recall, wrote the *Milady* column, carried each month by the publication. Who will write her column in the future is anybody's guess; we have had a number of applications, but none of our applicants seem to have the necessary knowledge of how the fleet thinks and works. Miss Harvey already is hopping off and on the boats and clippers in port; sometimes with a photographer, sometimes not. Watch for her!

Incidentally, our decision to launch this feature was largely influenced by letters and phone calls which we have had recently. One letter, from Mr. Edward Madruga of 3212 Hugo Street, San Diego, California, hit us between the eyes. Mr. Madruga pulled no punches, and we are happy that he didn't, as often it takes a good going over to make one think. Mr. Madruga writes, in part: "As a reader of your magazine, the *Pan-American Fisherman*, I have been disappointed in your issues for quite some time, and I know that many of your other readers express the same feeling toward the magazine. . . . I once before wrote to this magazine, making some suggestions which were used for a time, then dropped. I am quite sure that you will agree that any good magazine prints what people want to read. I think I have many suggestions, which not only would improve your magazine, but also increase your circulation to local residents." Mr. Madruga's former letter to us was, in the main, responsible for several issues that carried a particularly heavy picture content, and a healthy quantity of local items. We asked several times for reader comment, but got few, so we decided to trim it down. At any rate, hope you favor the new feature, Mr. Madruga, and we shall be more than happy to have your suggestions anytime.

•

Earl Nielsen, General Manager of High Seas Tuna Packing Company, San Diego, California, has done it again. By that we mean he has once more expanded his plant, and, this time, he's gone all-out. For the dope, turn to page 15.

•

We seem to have been devoting a lot of space of late to the various State and Federal agencies, which currently are engage din sardine research work, perhaps with justification. Certainly they are doing a great job, although their role, as yet, is more or less of the "unsung hero" variety. On page 10 of this issue is another of the stories that we like to print. It's about the operations of the *Yellowfin*, and it carries a lot of information on what the gentlemen of research are doing at sea aboard the big ship.

—*John Springer.*

THE SCRIPPS GROUP: *Work Detail*

While giving all credit due to agencies such as the California Division, Fish & Game, the United States Fish & Wildlife Service and the California Academy of Sciences, it behooves us to turn a little more spotlight on the Scripps Institution of Oceanography, University of California, for the monumental job it is doing in the Expanded California Sardine Investigation. The last report show the most painstaking type of labor, thought and minute detail. The report covers results done by the Scripps group from November 1, 1949, to March 31, 1950, covering a five-months period. Here's the report; it tells its own story:

"Four sets of cruises were completed during this time. Those since January 1, 1950 have covered a modified station pattern. Physical and chemical data have been completed and distributed. As part of continuing research into the processes of upwelling, wind conditions and dynamic topographies of the sea surface for cruises 1 and 3 have been studied. Marked changes in the hydrography occurred between the two cruises. Presumably these changes were directly associated with changes in atmospheric circulation over the area.

"Data from cruises 3 to 7 have been analyzed to eliminate the effects of internal oscillations of tidal period (internal waves) from horizontal distributions of dynamic height anomaly. This work has resulted in charts that show a simpler over-all current pattern than those prepared in the past. On cruise 10, two "anchor" stations were established for a 24-hour period. Synoptic hydrographic casts were made. Although the thermocline was only weakly developed, and a storm obscured some results, periodic oscillations of small amplitude were observed at both stations. Oscillations at the offshore station were both diurnal and semidiurnal; those at the inshore station were primarily semidiurnal.

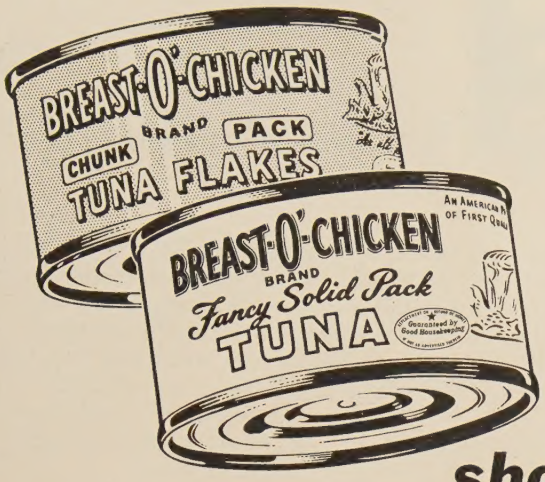
"Computations of weekly and monthly values of wind stress on the sea surface in 1949 at several locations have been started. Results will be compared with average monthly values supplied by the Office of the Chief of Naval Operations. Quantative computations of the profile of the hydrographic wire in a uniform current are being made and techniques are being devised that may facilitate the determination of depths. Results of a study of the thermal response of protected and unprotected reversing thermometers have been summarized and compiled into an interdivisional report. Tables to determine the stability of sea water from the gradient of the anomaly of specific volume have been completed and are being prepared for publication. Chlorinity determinations have been completed for the first ten cruises. Routine analyses for dissolved oxygen were carried out on all ships during cruises 9, 10, 11, and 12. Phosphate determinations were made on *Crest* and *Horizon* during these cruises, and on *Black Douglas* on cruise 9. Work has continued on the wet-combustion analysis of carbon in diatom samples.

"Precision of measurements of the automatic servo-operated photometer (ASOP) has been improved. A new model of ASOP, incorparating several important improvements, is being designed and constructed. Research on the molybdenum blue method of determining dissolved inorganic phosphorus has continued. Studies of the effect of temperature on the rate and extent of color development are under way. Early results indicate a one per cent change in apparent concentration per degree difference between the temperature of standardization and temperature of the sample. A preliminary study of the oxygen and phosphate data taken at the anchor stations was made. Superimposition of highly variable biological processes on the more or less periodic oscillations produced by the internal waves results in a complicated curve that is obviously related to the oscillation of dynamic depth, but is far less regular in appearance. The oxygen data indicate that the oscillation extends to 1000 meters or deeper; surface concentrations are also affected, as has been suggested by previous data.

"A study is being made of existing data from the northeastern Pacific to determine the kind of information obtainable from measurements of dissolved oxygen. The continuous high-speed centrifuge for the collection of phytoplankton has been undergoing service tests of reliability and efficiency. Determination of the entire absorption spectrum of the residue from water that has been passed through the centrifuge and then filtered through quantitative paper indicates that centrifuging removes 95 per cent of all the chlorophyll-containing material that is removed by centrifuging and subsequent filtering.

"The non-metallic pump has been used extensively in collecting considerable amounts of water from depths of 50 meters or less. The equipment has demonstrated its reliability during a months' operation at sea. Counts from aliquot parts of hauls of cruises 1 to 4 have been made for about 20 species of calanoid copepods. Charts of copepod distribution are being prepared. Sardines from the Galapagos Islands have been found to be in many respects very similar to the California sardine. Studies to determine the degree of relationship between the California and Peruvian sardines are under way. At least three distinct populations of Pacific anchovy are found along the coast—one off the Pacific Northwest, one off California, a third off central and southern Baja California. The Pacific herring in California waters is segregated into a series of local populations that do not mix completely. Experiments with various traps utilizing light-fishing techniques have had encouraging results.

"During February northern species of sea-birds, Pribilof fur seals, and floating rafts of northern kelp were observed, indicating a southward movement of northward waters. The development of a satisfactory depressor is virtually complete. A new bronze depressor has been designed, constructed, and tested. It appears to meet every requirement for such equipment in marine research. Tests showed it to be stable at required towing speeds. Special sizes can be built for any specific job. The floating fish larva trap has been modified. Tests show that larval and postlarval fishes are collected more efficiently by this method than with dip nets. A small thermometer that transmits surface temperatures to recording equipment on deck has been constructed. The instrument uses thermistors as sensing elements and is powered by batteries. It can be adjusted to record, full scale, temperatures over a range as small as less than one degree, or up to several degrees centigrade. It can record minute temperature variations in great detail."



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The GLOBE

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File compiled by
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Bremerhaven, Germany.—A new German mechanical fish canning process which reduces canning costs up to 35 percent has been reported. The following information has been obtained on this Hartmann-light ray blanching method for the manufacture of canned fish from an article, "New Processes in the Canning of Fish," which appeared in the German publication Die Fischwaren and Feinkostindustries of February 1950.

According to the article, researchers investigating the various blanching methods developed in America, in particular, blanching by the use of high-frequency currents (high-frequency heating, infrared rays, and ultraviolet rays), did not go beyond the experimental stage in this field. Following lines of thought similar to those developed by the Americans, the German fish industrialist Karl Hartmann, Kiel-Gaarden, and the engineer Pawlowski developed the principle of ultrared light radiation during the past months into a new fish-canning process which results in canned herring tasting like canned sardines.

The invention per se and the uniqueness of the Hartmann method is a continuously operating blanching process. This principle was applied in practice in accordance with the ray-depth effect of the arc-ray receiver used in medicine. The rays of the invisible spectrum call for a process similar to cooking of the merchandise which, however, works from the inside toward the outside, rather than the opposite. Therefore, the treated fish is not blanched excessively, as indicated by the undamaged skin of the herring. The light bath extracts the superfluous cell water of the fish, thereby causing the desired shrinkage.

The processing of the sardine-like product (Oelhartinas) is as follows:

After washing, the herrings are scaled and cut the length of the club-size can. Pickling, which follows, supplies the required salt content of the herring. After drying, the fish—still raw—are packed into the containers. Next, the containers are lined up on flat tin boxes, seventeen to the box, and are put into the receiver of the large ray apparatus. A special lid arrangement of perforated tin prevents the dropping out of the fish or cans while in movement. The containers move through the apparatus by means of chain belt. First, the cans pass through the light bath zone where the heating of the herring takes place. In this process, the cell water leaves the fish and collects on the bottom of the can. As soon as the containers have passed through the heat zone (the final temperature is approximately 170° C. or 338° F.) the chain belt makes one rotation. This causes the pouring of the cell water from the cans into a wide trough. The long traveling distance of 16 meter or 52.5 feet (length of apparatus) guarantees the complete removal of the water from the containers. At the end of the chain belt the boxes holding the cans are removed and are arranged laterally on another belt where the cans are filled with hot oil (70° C. or 158° F.) by means of a special filling machinery. The shrinkage of the fish guarantees that the oil penetrates the entire contents of the can.

The cans are sealed without further delay by means of a completely automatic sealing machine (capacity 3,000 cans per hour), put into squirrel cages, which are then conveyed to the autoclave where sterilization takes place. When in operation, the light-ray apparatus holds approximately 5,700 cans. It is possible to blanch 50,000 cans during an 8-hour period. The heat-light boxes are operated by 60 kilowatts, a.c., per hour. For the starting of the chain belt a 3/4 h.p. motor is sufficient.

It is claimed that the finished product is of excellent quality. The skin is not damaged in any way. The contents are tightly packed. Only very small traces of water, which are completely absorbed by the herring during storage, remain in the oil. Flavor and aroma are actually similar to that of sardines.

The new method of canning calls, however, for the acquisition of rather expensive apparatus. In its favor, on the other hand, is the lowering of production costs due to more effective methods of operation, saving of wages, material savings through better use of the fish, and more economical distribution of oil.

It is hoped that experience with mass production and lower prices for containers will result in lower cost to both the manufacturer and consumer. The Hartmann method is protected by patents. However, a monopoly is not sought after. In the course of its further development, this method is to be made available to other German fish canneries.

Tokyo, Japan.—The Japanese Government has been authorized by SCAP to extend its tuna fishing area as far south as the equator, and to send tuna-catching fleets into this prescribed area, subject to specific restrictions. Plans have been approved by the Japanese Government to dispatch a fleet of 25 vessels to the authorized area early in June, reports a June 9 American consulate dispatch from Tokyo. It was estimated that this fleet would catch about 3,600,000 pounds of tuna, with an even greater catch of shark and other miscellaneous products. The total value of the fleet's production would probably reach 520 million yen (approximately $1,450,000).

Permission to send tuna-catching fleets as far south as the equator will greatly increase the availability of tuna on the Japanese local market, as well as permit a larger volume of canned tuna exports.

Oslo, Norway.—After extensive marketing surveys and the employment of an American market counsellor, the Norsk Frossenfisk A/L (marketing and export sales agent for all Norwegian fish-refrigerating plants) began distribution of frozen fish in the United States in January 1948. An official of this company (which has been extremely active in the stimulation of Norwegian exports) states that from January 1948 through mid-1950 a total of 2,086 metric tons of frozen fish have been shipped to the United States. Current exports to the United States are at the rate of 1,000 tons annually, but it is anticipated that within the next six months this rate will be doubled, a June 8 American Embassy dispatch from Oslo states.

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EBB 'N FLOW

AUGUST
1950

Commissions - Visitors - Albacore - Disaster

Organization:

First organizational meeting of the Inter-American Tropical Tuna Commission meeting came off in San Diego, during the last part of July. Of the "multi-lateral" variety, the treaty was okayed by Costa Rica and the United States May 31, 1949. It was signed, for the United States, by James E. Webb, Assistant Secretary of State, and Dr. W. M. Chapman, Special Assistant to Undersecretary of State for Fisheries. Mario A. Esquivel, Costa Rican Embassador, and Jorge Hazera, Embassy Counselor at Washington, signed for Costa Rica. The purpose? To conduct research into the life, loves and times of tropical tuna.

Ratification:

The Commission was ratified by Costa Rica on November 7, 1949; ratification was exchanged March 3, 1950. The next move would be to get a budget, thought to be, from a preliminary standpoint, around $100,000. Director of Fisheries for Costa Rica would be Jose Luis Cardona-Cooper, who also would be chairman of the embryonic organization for the first year. Costa Rica would have one to four men on the board; the United States already had three. United States Commissioners attending the meeting were Milton James, Assistant Director, U. S. Fish and Wildlife; Lee Payne, Managing Editor, Los Angeles Daily News, and Eugene Bennett, Pillsbury, Madison and Sutro, San Francisco. Appointed advisors from U. S. section were Henry Niemala, Astoria, Oregon; Tom Sandoz, Astoria; John Real, San Pedro, California; James Waugh, San Pedro; Montgomery Phister, Vice-President, Van Camp's, Terminal Island; Harold Cary, General Manager, American Tunaboat Association, San Diego, California, and J. J. Camillo, General Manager, Lower California Fisheries Association.

GATHERING OF THE CLANS

Boats and Targets:

They came from all directions; sailed into San Diego, California, bay, tied up, went through their daily chores aboard, and, over the entire fleet an air of expectancy hung, such as that of a trained race horse just before the starting bell. There were Swedes and Norwegians fresh from the waning salmon runs of the Pacific Northwest's icy waters; there were Finns and Frenchmen from Alaska's roaring fishing grounds, Italians and Slavs from Newport Beach and San Pedro, California, and the rugged Portuguese fishermen from the Border City area. All were awaiting the appearance of a prized ocean denizen; one which had made a wealthy man of more than one fisherman.

Albacore!

More than 800 boats strong, they hadn't long to cool their heels. On June

In Readiness

Pt. Loma Pier, put into shape last year for small boat owners, looked like this before albacore rush started. Later, it was virtually choked by small craft.

Harold Cary, General Manager American Tunaboat Association, opens dinner meeting of Inter-American Tropical Tuna Commission at Hotel Del Coronado, across bay from San Diego, California, July 18. Senor Jose Luis Cardona-Cooper, first-year chairman of commission, (center), is congratulated on appointment by Cosimo A. Cutri, President of Cutri Insurance Agency and Marine Press Association, San Diego. At extreme right, Mayor Harley Knox voices an opinion of the proceedings, while Montgomery Phister, Vice-President, Van Camp Seafood Company, Terminal Island, California, looks on interestedly.

18, spurred by radio reports that albacore was being caught in the Guadalupe Island area, they went into action, with between 25 and 50 boats a day pulling out in the following week. The activity, however, was not brought on entirely as the result of these reports. *Fred Holmes*, a trim little boat skippered by Paul La Frenier of Sitka, Alaska, brought in a 14-pound fish and sold it to George V. Castagnola Seafoods Company, buyers for San Diego's Westgate-Sun Harbor Company, for $2.80. Commercial fishermen saw the catch as the start of the yearly run, and began to hit the ball. Original price to be paid per ton for albacore was $400 a ton.

Eureka!

By June 23, many boats were hauling into San Diego nothing but gold disguised by scales, fin and bones. More than 3,000 pounds of albacore was brought in by five boats, a part of a fleet that was strung down the coast for more than 300 miles. More boats were arriving for the run, taking on supplies and sailing into the blue. The total number of boats in the grounds, and in San Diego Bay had exceeded 1,000, with more arriving daily.

Exerpts From The Papers:

The San Diego *Union*: "Most of the fish so far has been caught along the 60-mile bank south of Coronado Islands. The biggest haul was 1227 pounds brought in by the *Jeanette B.* skippered by C. Benedict, of Astoria, Ore. It was bought by the George V. Castagnola Seafoods Co. for Westgate-Sun Harbor Co. Other boats unloading at the Westgate dock were the *Manta*, carrying 715 pounds and skippered by R. W. Hoag, of Long Beach; the *Conte Brothers*, carrying 392 pounds and skippered by Sam Patania, of Monterey, and the *Lucky*, carrying 119 pounds and skippered by H. Hansen, of San Diego.

"Hansen told Marvin Hopkins, representative for the seafoods company, he had taken his 22-foot boat out for some

(*Continued on page 18*)

Dr. W. M. Chapman, Special Assistant to Undersecretary of State for fisheries, puts a stamp of approval on the proceedings, with Senor Cardona-Cooper backing him up at right. Resting his hand on the shoulder of Mayor Knox (center) Commissioner Eugene Bennett of San Francisco gets over a point, and, at extreme right, we have an after-dinner group composed of (left to right), Kerneil Bernardini, Peoples Packing Company, San Diego; Miss Isla Davies, Secretary, Dr. Chapman; Donald P. Loker, French Sardine Company, Terminal Island, California and Mrs. Thelma Gresham, Miller and Gresham, San Diego.

SCIENCE

(If some State and Federal agencies have their way, fishermen may, one day, be able to determine the annual yield of sardines two years in advance. Here's a singularly interesting article about what's being done in the way of research leading up to such information. It was prepared by the State of California Division of Fish and Game.)

•

SIGHTED SARDINE, SURFACED SAME

THE transition from war to peace is symbolized on land by beating swords into plowshares. At sea, in the case of the 114-foot *Yellowfin*, it has meant the change from hunting submarines to hunting sardines. Research work which was given up about 10 years ago as infeasible and impractical has now been found to be—with the help of war-born equipment—both feasible and practical. The results of that research are adding chapters to science and constitute an important factor in what may prove to be the saving of the California sardine fishery.

Sonar, radar, recording fathometers, short-wave radio, bathythermographs, and technical fishing gear are all used in the peacetime battle to maintain a sustained yield of the vital pilchard resource. In the front line on this mission are scientists of the California Division of Fish and Game aboard the 100-foot *N. B. Scofield* and the converted Army vessel *Yellowfin*—the nation's newest and best equipped research ship. This array of expensive equipment and talent is needed to locate and study the small but important sardine, which is the basis of the State's role as the most important commercial fishing center in the nation.

Financed primarily by commercial fishing taxes and license fees, Division biologists are seeking answers to the questions which the sardine industry wants to know, and which the state agency, in cooperation with other interested groups, hopes to provide.

From the bridge of the one-time cargo and personnel carrier *Yellowfin*, all the up-to-date devices used in mid-century fish location are brought to play. From the ship's nerve center, sonar sound beams are sent horizontally beneath the surface. The beam can be directed in any direction and, through sound echoes, indicates any solid or near-solid object (such as a school of fish) within its range.

Nearby, the recording fathometer is brought into action if the school is below the surface. This instrument operates on the same principle as sonar, but is concerned with the vertical findings. It records on a graph the depth locations of schools of fish, and, to some extent, the size of the school. Records are accurate on a range from 15 feet to 450 fathoms. When a school is located on the surface a long-handled brail is used to scoop up the wriggling samples.

OBTAINING specimens from lower depths is still one of the major problems not entirely solved. The best answer, as of 1950, is the gill net. These are lowered vertically and allowed to set for a number of hours before being hauled in. Fish are caught by their gills as they attempt to pass through the meshes. Principal objection to gill nets has been their tendency toward selectivity by size, but superior methods may be developed in the near future that will permit a more extensive and representative sampling of the finny schools. Below the bridge is the "dry" laboratory where Robert Wilson, biologist in charge of *Yellowfin* research work, and John Radovich, aquatic biologist, do much of their work from samples brought aboard.

In the after section is the "wet" laboratory where Radovich dissects sardine stomachs in his studies concerning the foods of the little fish. Preservation of the specimens in a deep freeze unit allows further studies to be made later at California State Fisheries Laboratory on Terminal Island—operational base of the *Yellowfin*.

The small instrument with the big name — bathythermograph — provides full information of water temperatures at all depths on a calibrated slide. The yard-long, tube-like, copper device can be let down while the ship is moving, and to a depth of 900 feet. "Nansen bottles" are let down, four on a cable, with each bottle at a different depth. An unusual tripping mechanism turns

(*Continued on page 26*)

Probe

John Mershon (left), former Captain, Pacific Exploration's tunaboat *Oregon*, checks sample with Dr. Carl Hubbs, Scripps Institute, San Diego, California, and Dr. W. M. Chapman, special assitant to Undersecretary of State for Fisheries.

Windfall!

By STUART ALTON

Expiration of the 1943 Mexican Treaty Was a Real "Breather" for The Fishing Industry

DISAPPOINTED, puzzled, and wearied of bumping their heads for months against the stone wall stubbornness of the State Department, a wave of pessimism, second only to the average taxpayer's attitude regarding his chances of saving a dime, struck hundreds of commercial fishing's key figures on June 16. From Maine to Florida and from Boston Harbor to California the situation was the same. The impact on the industry was like that of a power drill, and the question was *how*, with foreign fisheries imports soaring each month to new tonnage heights, were they to stay in business? There were many who predicted that it couldn't be done; hundreds more said the industry must face it: commercial fishing's golden days were over, and those able to ride along until a miracle appeared could consider themselves lucky.

In Southern California particularly, and in San Diego specifically, a man who saw bright clouds for the future, to say nothing of silver linings, was looked upon as the more hopeless sort of speculator. The Tuna Capitol of the World had taken a staggering punch. Heavy importations of Japanese-canned tuna, which had boomed to 75,000 cases a month by April, 1950; threat of a cannery strike in July, and concern over the United States tariff on foreign fish importations canned in oil were the major promotors of gloom. Japanese canned tuna was under-selling the American product $1.50 a case; the tariff question had been a migraine since the days of Franklin D. Roosevelt's bigger war measures.

In 1943, in fact, the Administration had fixed, in a "multi-lateral" treaty agreement with Mexico, the duty on imported tuna at 22½ per cent. With exception of Cuba and the Philippines, which had "protective" clauses possibly dating back to Spanish-American war days, the document made it possible for all foreign countries to ship in fish on the same basis. It was up for renewal or rejection July 1. Rejection would mean that, on December 31, the old duty of pre-Roosevelt days would be re-established. This called for 45 per cent.

REJECTION meant further that the American fishing industry in general would gain a large measure of relief, at least from a standpoint of grocer shelf stock prices. The possibilities involved in the manipulation had gone unnoticed by many of fishing's leaders; others, such as French Sardine Company's Donald P. Loker and Westgate-Sun Harbor's Wade Ambrose, were sharp to its possibilities, and had spent plenty of time urging its rejection to Washington, D. C.

Donald P. Loker
. . . Victory, in part.

In this, to be sure, they were materially aided. The treaty had never accomplished its intended purpose, i. e., to encourage Mexican imports of one type or another. The Mexicans, who have always been able to use a great percentage of what they produced at home, had not been too impressed, and, as the result, the treaty turned out to be something of a flop. Yet it left the United States open to a flood of fisheries importations from other foreign countries, especially from Japan.

Around the latter part of June, the alarm of San Diego canners took an definite turn. Westgate-Sun Harbor Company and High Seas announced they would curtail fishing, and the move affected about 20 of the fleet's largest clippers. They contended, justifiably, that the flood if importations could have the impact of catching them with huge inventories of canned fish. This, they contended, was even more than likely in that the albacore run, plus the heavy hauls by the bigger boats, had loaded them to capacity. Westgate, one of the biggest and oldest canneries in the business, decided to put its boats on a rotation schedule. By this method, they would hold their boats in port from 12 to 40 days, depending on the amount of fish caught per boat previously. High Seas, another pioneer cannery, began tying up its boats indfinitely. Then came what may, or may not have been, a decisive factor in the Administration's of the treaty's renewal.

ON June 21, the word spread that, in San Francisco, about 200 cases of Japanese-canned tuna were being detained at the Bay City's port of entry because the product failed to meet standards required by the United States Food and Drug Administration. Dr. George Smtih, Jr., Assistant Chief of the Administration's San Francisco district, announced that the detention was the second since January 1, 1950. Obviously, in support of former contentions by American fishermen, Japanese-canned fish, put up with inferior equipment and cheap labor, could not compete from a quality standpoint with any domestic brand on the market. The development, coming as it did when the Mexican treaty was up for consideration, probably caused more thought on the surface by State Department forces than would seem possible under ordinary circumstances. At any rate, it exploded a lot of talk, all of which made it look as though renewal of the treaty was doomed, and that's precisely what happened on July 1. The treaty was shunted into the discard, and optimism, where pessimism formerly had reigned, exploded all over the industry.

Most boats went back on schedule, the big canneries in Southern California roared into production, and, by the last of July, some industry spokesmen an-

(*Continued on page 28*)

Pan-Americ

Interview

Dorothy Harvey, *Marine Press Association* reporter, gets dope from *St. Mary's* skipper, Louis Massa (left), while John Zolezzi looks on, and John McCall, Engineer (lower left), and Dominick Palestini concentrate on camera.

HIGH SEAS

Where'd you go to see a prettier ship than the *High Seas*, or a more efficient and likable crew aboard, would be hard to say. Judging from their easy friendliness, you get the idea that they must have a lot of fun while out, in addition to hauling in some great catches. The *High Seas* was tied up at the Broadway Pier, here in San Diego, the latter part of July; she brought in a full load in fifty days, according to skipper John Reis. A 300-tonner, she'll be pulling out again soon, and here's hoping for another bang-up load for a great ship and a swell bunch of guys.

ORCA

Another short-time resident at the Broadway Pier during the month was the *Orca*, a 100-ton researcher. She will probably be gone before this sees print, having planned to sail on July 17, for a three-week's cruise. Her quarry will be porpoise, and the purpose of the investigation will be to provide information to museums about the general habits of the mammal. Actually, however, the *Orca's* probe of the briny will not be devoted entirely to this study. Her crew also will engage in an overall biological survey of sea shells, fish and mammals of the deep. The *Orca* is a vessel of the J. F. Sefton Foundation. Mr. Sefton is President of the San Diego Trust & Savings Bank in San Diego, and, while your reporter was aboard the craft, he asked specifically that we mention his appreciation of any porpoise skulls that fishermen might pick up, and turn over to the Foundation.

ROSE ANN

Tony Tarantano, skipper of the 64-foot tuna boat, *Rose Ann*, is no stranger to the Mexican *chubascos*, but he was plenty relieved, so he says, last month when he outran one about 75 miles off Cape San Lucas, and managed to get into San Diego without tangling with it. And Tony wasn't the only one who was relieved. So was his crew, comprised of eight men. Tony says the squaller was not too big, but that he just doesn't care to squabble with any of them, big or little!

MARIE LOUISE

According to all you can gather aboard the *Marie Louise*, the vessel has the best cook in the world. His name is Orval Bruce; the skipper, of course, is that well-known fisherman, Steve Zollezi. We don't know much about it, and certainly we don't want to get into any controversy over it, but that gentleman *can* cook, as we found out. The *Marie Louise* carries 76 tons, and she is always well-supplied with accessories. Last month, as a matter of fact, Steve pulled her into Guaymas, Sonora, Mexico, just for the purpose of taking on spare parts. They stayed in Guaymas four days before again hitting the waves.

BERNADETTE

On the subject of *chubascos* again, the 368-ton *Bernadette* churned into San Diego Bay last month with a full load, and happy to be out of the clutches of not one—but *two chubascos!* Johnny Placido, known to his crew mates as "New York Johnny," was another fisherman who admitted he doesn't like 'em. Incidentally, Ernie Silva, who skippered the clipper, was getting plenty of congratulations. His trip was the second, and he brought the big sea-going greyhound into port, happy, healthy and wealthy. Frank Medina, who generally pilots the *Bernadette*, is in the Azores.

AMERICAN CLIPPER

Want to know what happens aboard when such vessels as the *American Clipper* is at sea? *Well*, it goes something like this: A fisherman gets pulled into the drink by a 175-pound tuna; he then is hauled out by another, then a third crew member hits another on the nose with a fishing pole, then they all get together, just as though nothing had

At Ease

Taking a breather in this photo, are (left to right, back row), Butch Tsuchiyama, J. McDonald, K. Kawamoto, and Vincent Adamo. Up front: Pete Corrao (left), Jasper Adamo, John Bruno and Jess Bryant. The big *St. George* is their baby.

Greets the Fleet!

happened, play cards, listen to record player, watch for fish, and, when they hit 'em, they come up with a full load and return to San Diego. But maybe we'd better be specific. It was Vito Marino, a crew member aboard the 113-foot, 145-ton craft, who was hauled into the drink by the tuna; Amo Wery who pulled him out, Dick Dexter who hit

Brothers

Joe Balestreri, skipper, (left), and Pete Balestreri, Chief Engineer, aboard the *St. George*.

Earl Garner on the nose with his pole. Gilbert Madruga is skipper of the big sea ranger, and the clipper fishes for Van Camp.

MERMAID

That good-looking guy, John "Sugar" Correia, really has some ideas on the subject of luck for ships. A crew member aboard the *Mermaid*, "Sugar" claims the clipper is lucky because it was christened by four times as many women as men. He may be right, at that. The *Mermaid*, a 200-tonner of 106-feet, hasn't had a bad trip yet; she came in with a sweet load last month, as a matter-of-fact. The ship pulled into Acapulco at one juncture of the trip, to avoid a *chubasco*. Frank Hawkins, Assistant Engineer aboard, said that bait showed in Guaymas for the first time in four years. (Frank Correia, the skipper, simply can't get shirts that are loud enough. Will someone please start saving Neon cloth? We'll personally sew him up one!)

ANNA M

The *Anna M* had some bad luck, although it could have been worse. She collided with the *American Girl* about 40 miles off Corinto, Nicaragua, and, at the time, she had about 100-tons of fish aboard. The accident caused about $7,000 worth of damage. The *Anna M* is skippered by Bill Magellan, Jr., son of Bill Magellan, the owner. Bill Senior also is an owner of Clifford's Market on Rosecrans Blvd. The *American Girl*, of course, is skippered by Manuel Silva, Jr.

SUN JASON

Yo Ho Ho! And a bottle of whale oil! The *Sun Jason*, a beautiful 130-foot San Diego clipper, has an ex-whaler aboard. He is Alf Wiik, and he spent 10 years whacking at the monsters. Alf says it's tuna fishing for him for the rest of his life. Whaling, he says, is a *tough* job, and most fishermen seem to agree with him. Luther Smith, Chief Engineer of the *Sun Jason*, is one of the most contented men in commercial fishing. He loves his engines and he also goes for movies in a big way. The *Sun Jason*, of course, has both, and so, Mr. Smith, it's no wonder that you get along all right.

Fishermen All

Johnny Osborn and Les Lawrence, (left to right, back row), had to squeeze to get in this one! Holding the front line are (left to right), Joe DiCola, Mead Palestini and Leo Asaro. The boys are crew members of the *St. Mary*.

ST. GEORGE

What a pip of a ship! Joe Balestreri, skipper, hove into port with the inform-

There She Goes!

Captain C. E. Bertin's newest clipper, the *Hortensia Bertin*.

ation that, after out-running two *chubascos*, he spent 34 days hunting for fish from the 105-foot, 160-ton clipper. What's this about crew members on the *St. George* having a fisherman crew member, who also is a good harber? Could he be Jasper Adamo? There are many who claim that Johnny Bruno is the best speed boat operator in the business. Nice guy department: Pete Balestreri, Chief Engineer, and the skipper's brother.

ST. MARY

The *St. Mary*, grand "Old Ironsides" of the fishing fleet, has some tall tale tellers aboard. In port after being out for 38 days, they tell you that they never go out with the idea of catching fish. Nope, it's always mermaids they're after. And, when they fail, they settle for fish. Louis Massa is the skipper of the *St. Mary*, and he has a lot of fun kidding Mead Palestini about Mead's seasickness. He claims Mead has spent 12 years at sea trying to cure it, and the least of terms used to kid him is "land-lubber." John McCall, the crew members say, is a good man. He really kept those engines turning over when the *St. Mary*, along with about 75 other vessels, ran for Magdalena Bay to avoid *chubascos*.

Breathing Spell

Skipper and crew aboard that big greyhound of the sea, *Sun Jason*, take out a little time to relax, and to pose for a photo by *Marine Press Association* cameraman, George Eacobellis. Left to right, back row: L. A. Smith, Chief Engineer, Captain Lazaro Massa, Johnny Tarantino, Wimpy Zolezzi, Frank Tarantino and Jack Zolezzi. Lower, left to right, Alf Wiik, Navigator, Ed Zolezzi, E. L. Massa, Cam Camarada, J. B. Murielle.

CITY OF SAN FRANCISCO

Is it true, Frank Battaglia, that those crew mates of yours call you a mascot? How come, Beba Giacalone, that you are called "Captain China?" The *City of San Francisco* is a 93-footer 120-ton vessel, and she's a trim 'un. Joe Calla, skipper, is another who fits in the Nice Guy Department. Short shots: The *St. Matthew*, a 273-ton clipper at 123 feet, is a converted Navy YP. Herbert Harrell, Assistant Engineer, says she had a little engine trouble last trip, and was forced to pull into Panama. . . . Frank Sousa, skipper aboard the *Mary S*, was out more than seven weeks this last trip. He also spent some time running away from *chubascos*. Frank is the son of Manuel Sousa, part owner of the vessel. . . . Verne Riley is replacing the ship's cook, who became ill on the last trip.

Fleet Addition

Captain Paul Lynn's pride and joy, *Cape Beverly*. She'll pull out for the fishing banks this month.

CAPE BEVERLY

Congratulations to J. M. Martinac Shipbuilding Company, on the beautiful all-wood clipper, *Cape Beverly*. She's a beauty, and no wonder that Captain Paul Lynn is looking so proud these days. In port during July, she will leave for the fishing grounds shortly, and a record haul naturally is expected. The Cape Beverly is a 215-ton, 113-foot vessel, and was outfitted by Drake & Bullen, ships chandlers in San Diego. Which means she has the tops in engines and other equipment. Incidentally, Cecil Drake, vice-president of Drake & Bullen, is the owner's agent.

HORTENSIA BERTIN

From French Indo-China to the tuna waters of the Pacific, Captain C. E. Bertin, of Los Angeles, knows his way around. His new diesel clipper, the *Hortensia Bertin*, shows it. Built to cover the same waters fished by all the large tuna clippers berthed at San Diego, California, Captain Bertin's new clipper will spend more time at the Central American fishing grounds than others since she will transfer her catch at Panama to refrigerated ships of major steamship lines which will carry ito to San Diego. The *Hortensia Bertin* was built for hard service. She had to

(*Continued on page 28*)

PROGRESS

(Editor's Note: As this magazine was going to press, Earl Nielsen announced that he was leaving High Seas Tuna Packing Company to take another job. See "Ebb'n Flow," page 20 for more particulars.)

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High Seas' High Polish

By WILLIAM WALTERS

Earl Nielson's Roaring Plant Is Becoming a New Lady

BACK in 1922, when most of San Diego, California's, boiling waterfront was little more than a mud flat, Earl Nielsen, General Manager of High Seas Tuna Packing Company, could have been seen any morning with a speculative look upon his rugged features, as he reviewed his sixteen employes, three cookers, two ancient Johnson seamers for square cans, a single retort and one steam boiler. This equipment was jammed into a building about 48 x 170 feet, and his fish had to be brought from a wharf 910 feet into the Bay, carted on dump cars running on steel tracks and powered to and fro by a Ford Locomotor. Later, when his speculativeness took the form of plant improvements, he observed, "I'm glad that's over with. We had what probably was the only train exclusively devoted to tuna passenger carriage." The miniature train hauled about five tons of fish every four minutes.

In the early '30's, Nielsen's dream of a huge, modern plant took on an even more realistic tinge. He was able to boast, at that time, that his organization's daily tuna cooking capacity was 36 tons, and, moreover, he startled some of his associates by predicting that, one day, he would be processing 150 tons a day. This prediction brought on plenty of comment for the fact that his plant, in 1922, called for production amounting to 10 tons of tuna per diem, and 15 tons of sardines.

Back in production on June 30, 1950, after a five-months shutdown, he left no more room for argument. High Seas, which had become what may be termed Nielsen's whole life, had blossomed into one of the most completely modernized and remodeled tuna packing plants in the world.

The cannery payroll includes more than 300 employes, and new equipment makes it possible for Nielsen's organization to procell *well* over 150 tons of fish a day. All storage tanks have been eliminated; all fish will, in the future, be packed fresh.

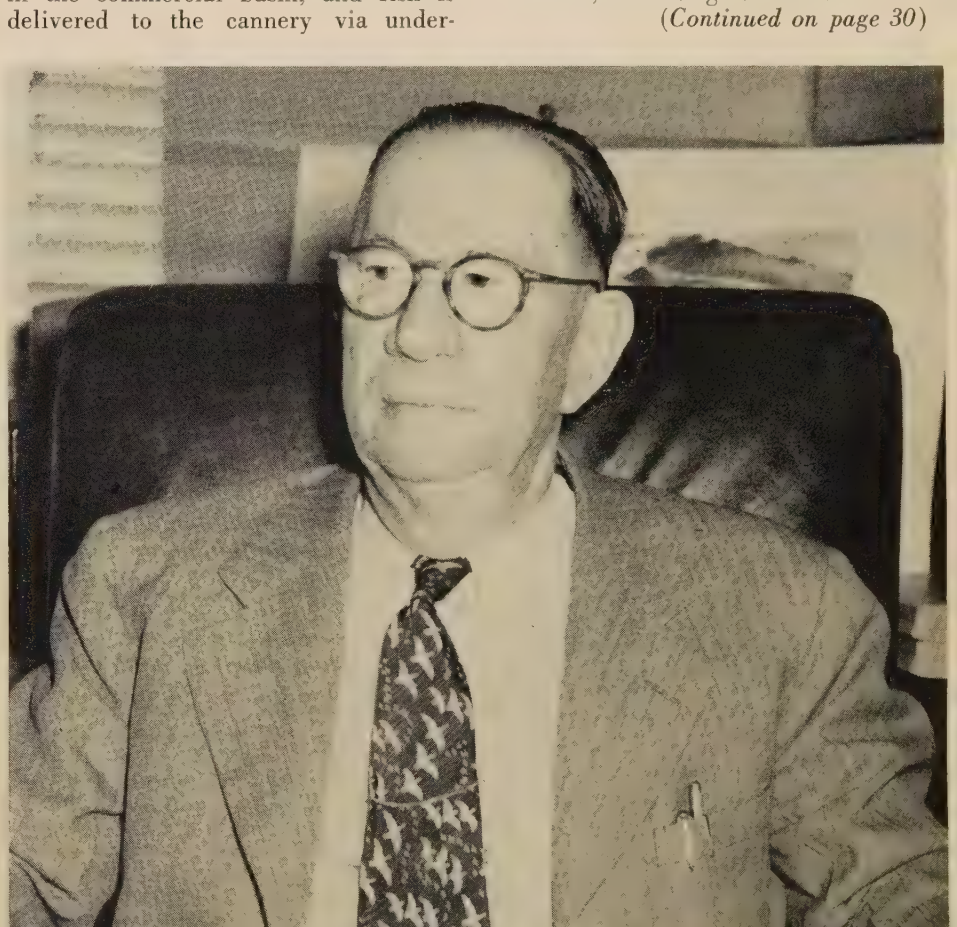
"Much of the credit for the plant's new machinery must go to Bill Robinson, former Production Manager, and Wayne Prickett, Superintendent," Nielsen says. "It was, of course, designed especially for us, and we are very pleased with it."

OTHER improvement include the installation of sanitary stainless steel tables, equipped with continuously-running belts to deliver fish through the production line. Greatly enlarged also, the plant allows for separation of the butchering, cooking and packing rooms operations. A singularly outstanding improvement, or rather it should be said. addition, is the installation of a power saw in the butchering room, which cuts the fish to basket size.

The yacht basin, of course, now is completely separated from the commercial operations. The three new operational piers, capable of unloading four boats at one time, currently are located in the commercial basin, and fish is delivered to the cannery via underground flumes and conveyor belts. An elaborate strainer system also has been added, to prevent any solid matter from being pumped back into the Bay.

The new boiler room, just completed, is one of the most modern types in the business, according to Nielsen.

(*Continued on page 30*)



Builder

Earl Nielsen, General Manager of High Seas Tuna Packing Company, San Diego, California. Nielsen has seen the fish-packing business in Southern California grow from a few ramshackle establishments to its present real importance; one of his own many contributions was present High Seas improvement project.

Parpan:

Precision Bait of the Sea

(Roy Edmund Parker of San Diego, California, thinks he has a startling product in the Parpan "Miller" jig, and it can be said with justification that there are plenty of commercial fishermen who agree with him. Here's something on his "find," and a bit more on the man who is behind the Parpan Company).

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IN April, 1948, Roy Edmund Parker, a 42-year-old ruddy-complexioned, sturdily-built San Diego, California, public accountant, made the acquaintance of several Border City fishermen, and the happenstance, like so many others of its kind, has brought the commercial fishing industry a new product. It is the Parpan "Miller" jig, and the instrument, by virtue of having been developed in the core of the tuna fishing empire, could have a far-reaching affect on the commercial fishing industry in general.

Designed for the express purpose of taking tuna and tuna-like fishes, the jig is similar to designs of several other products of its kind, although Parker says it functions in a superior manner specifically because of one thing:

"It is exceptional in this respect," he explains. "It has had plenty of painstaking research, and was perfected by the Parpan Company step by step, thus eliminating all defects so common to jigs in general."

Two models, according to Parker, have proved extremely effective. These are a jig that is luminous, and another model that is a combination of luminosity and fluorescence. These two models are manufactured in several different combinations, two of which are now available to the open market.

"The experimentation and actual trial by commercial fishermen of the tuna fleet indicate that these luminous and fluorescent jigs are outstanding fish killers," Parker says.

"Parpan is one of the first companies to successfully weld different plastic into one unit, in such a way that the joint actually is stronger than the plastic.

"Trials have indicated that the Parpan 'Miller' jig leaves virtually no wake. This, to a great degree, probably accounts for its success in fishing. Another thing, when running it through the water, the fisherman is not handicapped by bubbles. The jig has been designed so that it leaves a bubble-free wake."

ALL "Miller" jigs, Parker says, are of accurate scientofic dimension, and a jig bought anywhere in the world will measure up precisely to the dimensions, weight, and balance of the next one, regardless of where it may be purchased. All are weight checked and statistically balanced for perfect action in the water. One in every 100 manufactured is checked against a master jig for accuracy.

Parker himself is about the type person one would expect to develop an interest along scientific and statistical lines. He decided to become an accountant primarily because of a liking for figures and other precision studies. In September, 1927, he enlisted in the Marine Corps, and spent the ensuing 30 months in Nicaragua. Discharged in 1930 at San Diego, he went to work for Standard Stations, Incorporated, then left the organization in 1939. From 1939 to 1944, he operated his own service station, and, in the latter part of 1944, he took up, and put into practice, his present profession.

He became interested in the "Miller" jig in April, 1948, and shortly thereafter, bought an interest in the development. In February, 1949, he bought out the remaining partnership, and, since that time, he has gone forward with the idea of making the jig the most generally-accepted product of its kind the world over.

"We have under consideration at present an idea that could get us worldwide distribution," he says.

AN ardent fisherman himself, he actually got into this "fringe" business by association with commercial fishermen. "From the viewpoint of an accountant delving into an entirely new and strange business, I can say that the easy friendliness of the fishermen that I have come into contact with has been an unparalleled experience," he explains.

Precisionists

"Pat" Pankratz, Parpan plant superintendent, and Roy Parker, president, discuss points of "Miller" jig.

Press-O-Grams

With HAP HOLLIDAY and PHIL BERTRAM

Holliday

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Arne Strom, owner of Harbor Boat and Yacht Company, is constructing a beautiful home atop La Playa in Point Loma. The view is terrific. Arne is contracting his own construction but is beginning to wonder if it is worth it. The boat yard has been so busy that, in order to keep up with both places, he is practically burning the candle at both ends.

Speaking of homes brings to mind that *Mr.* and *Mrs. George Dew* have been in their new home for almost two months. They, too, are having headaches. Some of their furniture, being custom made, has been coming in dribbles. One week they receive a couple of chairs and, the following week, a small end table. At this point the Dew's are wondering whether to invite anyone in or to ask their guests to meet them elsewhere for dinner.

Bill Remington's harbor department crew have received orders from *Port Director John Bate* to begin construction soon on two additional piers in the Point Loma commercial basin for the small commercial boats. This certainly will be a blessing for that area. Due to the numerous albacore boats in port during the season, the basin looks almost like the pictures we have seen of San Pedro and Long Beach harbors.

Drake and Bullen are now issuing SH Green Stamps to their customers. This has brought an increase in business and some of the fishermen's wives have already received worthwhile premiums. One boat owner's wife received 12,000 stamps for the purchases on one order. . . . *Mrs. Manuel Simas*, her father, and *Mr. Santell* left for Chicago recently for a two week visit with relatives. . . . *Mrs. Ed Kovelcheck*, wife of San Diego Pack's fleet manager, was the lucky winner of a 1950 Chevrolet recently. It was only a few months ago that the Kovelcheck's had purchased a new Dodge. Not being in need of two cars they have been in a quandry as to which car they should keep. The Dodge won out. Recently they sold their prize for a neat profit, even after Uncle Sam got through with them.

Ralph Madruga and *Eddie Silva* have purchased the tuna clipper, *Americano*. They renamed it the *Lady Ann*. The boat is being skippered by Ralph's brother-in-law, *Bob King*. Bob was once skipper of the *Jimmy Boy*, which was lost at sea. . . . Those who missed the recent testimonial dinner honoring retiring game warden *Tom Smith* really missed a peach

Successor

Donald Glass, new Border City Game Warden (left), is congratulated by outgoing warden, Tom Smith, at recent dinner given in Smith's honor in San Diego, Califonria.

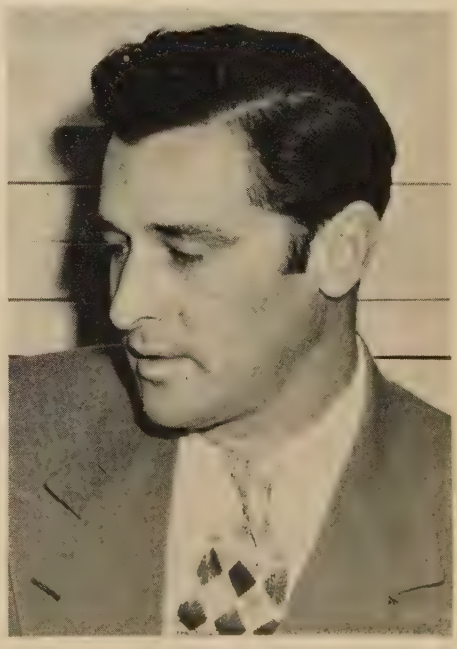
of a get together. It was practically a who's who of the waterfront and civic center. Tom has a host of friends. *Donald Glass*, who was introduced at the dinner, will assume the duties of game warden for this area. He was formerly stationed at Moro Bay. We wish Don all the luck in the world, and we are sure he will do an outstanding job in performing his duties.

High Seas and *French Sardine Packing Companies* have announced a lay-up period for tuna clippers. Boats from fifty to a hundred tons are required to remain in port for twenty one days. Four days in port will be added for every fifty tons. The lay-up period is based on accepted fish according to General Manager *Earl Neilsen*.

There were two small boat mishaps in the bay recently which were caused by fire. This has brought about a thorough inspection by the fire department of all small boats in the harbor. They are checking for fire hazards, proper equipment, gasoline on deck, etc. Some of the boats have been fined for not having the proper extinguishing equipment aboard. These steps are being taken for the safety of all concerned, and we feel that it is always better to have too much equipment aboard than not enough.

The tuna industry advertising program is beginning to take shape, but all the votes are not in yet, due to the fact that many of the union members are still at sea. A new 121-foot tuna clipper will be started soon at the National Steel and Ship Building Company. It's capacity when finished will be approximately 267 ton. The model of this ship is the first to ever be tested in a testing tank. The University of California recently tested four models before reaching perfection.

Eddie Ghio, who is well known along the waterfront, is now employed by the Van Camp Sea Food Company.



Bertram

EBB'N FLOW

(*Continued from page 9*)

sport fishing and happened to run into a school of albacore. He caught the entire 119 pounds with a rod and reel. The catch was made between Point Loma and Coronado Islands. Another sizeable catch yesterday was the 513 pounds caught by the Avalon boat *Sea Rider*, skippered by George Farnsworth. It was sold to Van Camp Seafoods Co.

"Fishermen are expecting a big season in Albacore. Hopkins pointed out that Portuguese men-o'-war, tiny jellyfish that are harbinger of albacore schools, have been present in the offshore waters in great numbers for almost 2 months. They seem to follow the same current as albacore, said Hopkins, and they usually precede the fish by 2 months."

June 24:

"A San Diego jig boat, the 36-foot *Jerry 9*, came in with the biggest catch of the young albacore season today—a 3-ton load of the prized fish. The catch, brought in by skipper Bob Morris and his crewman, Jack O'Neil, added new impetus to the swelling drive of fishermen from ports up and down the Pacific Coast for the $400-a-ton albacore. Morris, who sold his catch to the George Castagnola Fish Co., buyers for the Westgate-Sun Harbor Co., reported the albacore are running heavy south of here. The *Jerry 9* was out 3 weeks, but most of the heavy fishing came in the last few days between Cedros Islands and Guadalupe Island off Baja California.

"Waterfront buyers estimated that as many as 350 fishing boats have left here in search of albacore. A heavy rush of returning boats is expected over the week end. Most boats are ticketed for speedy unloading, refueling and return to the fishing banks. The 3-ton catch by the *Jerry 9* smashed the season record established by the *Reba*, which brought a 2667-pound load into San Pedro yesterday."

June 27:

"Forty tons of albacore, caught between Point Loma and San Clemente, were delivered to San Diego canneries during the weekend. For their efforts the successful fishermen received a total of $16,000. Bulk of the catch was unloaded at the High Seas Tuna Packing Co. plant. Fifteen tons were discharged at the wharf Sunday and 10½ tons Saturday. Twenty-seven jig boats and other small craft unloaded 10 tons at the Westgate Sun Harbor Co. dock on the embarcadero. The largest single catches were two tons by the *Sammy Boy* skippered by S. Randozzi, of Monterey, and the local fishing smack, *Monica*, owned by Andrew Peterson, with a 2800-pound catch. Both boats had been fishing less than 72 hours.

"Unloaded at the Van Camp cannery during the week end was 5 tons from seven boats. Limping into port from Cape Colnett early yesterday came the *Mabel Jo*, with half a ton of albacore. Her crew reported they ran into a large albacore school off the cape and had barely started fishing when one cylinder of the engine failed and the vessel headed home for repairs."

Swamped:

With some boats reporting that they were "hemmed in" by albacore schools, the canneries made preparations to speed up the pace. It was a good thing they did. By July 1, boats were reaching canneries by the hundreds. But there was, as could be expected, a catch to the situation. Canneries, swamped by the unprecedented run, dropped the price. The fact that Japanese imports also were blanketing Eastern markets had additionally something to do with it. Alarmed by this development, inasmuch as it could have meant a withering oversupply in canned stocks, most of the canneries went from $400 to $350 a ton. Later the price jumped to $375. where it stayed toward the end of the month.

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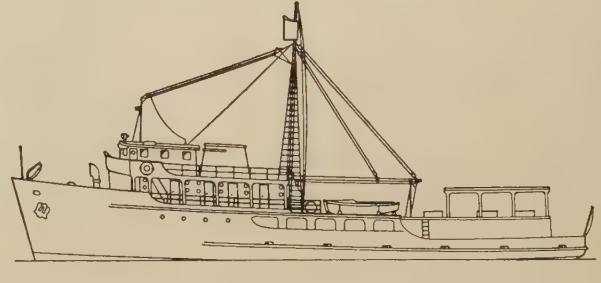

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Casualties:

The situation, of course, was accompanied by fire, sinkings, explosions and injuries. A fisherman who came to San Diego two months ago from Minneapolis, seeking riches in the annual "albacore gold rush," was seriously burned in an explosion and fire which wrecked his craft. He was Wesley L. Sawyer, 64, co-owner of the 30-foot jig boat, *Meltone*. Alone on the boat at the time. Sawyer had just started the motor to move away from a dock after refuelling when a spark ignited gasoline fumes in the hold. The blast split open the craft, which sank. The *Meltone* had unloaded 525 pounds of albacore, and was preparing to return to the fishing banks.

Explosion:

A 43-foot albacore boat tied up at the north end of the bay was blown to bits in a butane explosion. One man was killed and two more severely injured. Another man was injured in a gasoline explosion on another albacore boat. The dead man was Louis F. Robinson, 56, of San Bernardino, whose chest was caved in by the blast. In Navy Hospital with severe burns on their faces, arms and chests were Wayne Browning Hays, 26, and Gene Gregor, 23, both of Wilmington. Both were expected to recover. The boat, the *Hustler*, of Newport, was tied up at Commercial Pier No. 1.

Collision:

The 36-foot fishing vessel *Sea Home*, of Morro Bay, sank 28 miles southwest of Point Loma after it was rammed accidentally by a Seattle fishing boat, the 46-foot *Linda*. No one was drowned or hurt. Both "visiting" boats had left San Diego earlier in the day for the albacore run.

Joe Rockom, 62, the *Linda's* captain, said the accident was his first in 30 years' fishing. "The *Sea Home* was lying still, and we accidentally rammed her," Rockon related. "She was hit on the starboard side." Rockom and his son, Willis J. Rockom, 37, assisted in removing most of the *Sea Home's* gear to the *Linda* before the *Sea Home* went down.

The rammed boat sank 12 or 15 minutes after the collision. D. J. Work, 32, skipper of the *Sea Home*, and William Hanson, 50, his crewman, returned to San Diego at 3 p. m. aboard the *Linda*. The *Sea Home* which had a capacity of 5 tons, was valued at $3000 and was uninsured, Work said. The *Linda's* capacity is 16 tons.

Fire:

Near Klamath, Del Norte County, California, a 38-foot salman trawler was destroyed when it caught fire off the mouth of the Klamath river. The

(*Continued on next page*)

Milady

By DOROTHY HARVEY

SCIENTISTS of seven Pacific Coast agencies engaged in research on the Pacific sardine heard at their 1950 annual conference. held at La Jolla late in June and early in July, that the usual seasonal northward progression of sardine spawning has been somewhat delayed this year, possibly by lower water temperatures along the coast. Sardine spawning normally occurs in water of temperatures from 55° to 61° Fahrenheit, so the gentlemen say. February surveys showed spawning to be most abundant near and south of Cedros Island, off Baja California. In March, spawning extended from the island 120 miles northward. In April it was heavy along the coast to Southern California, but remained most abundant near Cedros Island.

Since many factors can affect abundance before sardines become old enough (about two years old) to form any considerable portion of the commercial fishery, no reliable estimate of relative abundance as compared to other years can yet be made. Meetings at the Scripps Instiuttion of Oceanography representatives of research institutions in British Columbia, Washington, Oregon, and California heard brief talks on abundance, availability, and migration of the sardine; on techniques of age determinations, growth studies, physical oceanography, chemical oceanography, phytoplankton, zooplankton and the development of instruments for sardine research.

Pacific Coast sardine conferences have been held annually since the 1930s to allow scientific personnel to review informally work done during the year, and to plan the coordination of sardine research on a coastwise basis. Research on the sardine now extends from the Pacific Northwest to Baja California, engaging the services of over a hundred people and the resources, including research vessels, of seven agencies and institutions. The work in California is largely supported by the Marine Research Committee, appointed by the Governor. Funds for the committee are provided by the state through a tax on sardine tonnage. The committee works in close cooperation with the sardine industry—an industry which saw its total catch decline within a decade from 800,000 to 100,000 tons. The catch for 1949-50, the conference was told, was 334,000 tons.

All aspects of the sardine research program are interrelated: sardine spawning depends on water temperatures, and these in turn depend on oceanographic and meteorological conditions. What these conditions are and how they operate is not yet well understood. There is as yet, for example, no very satisfactory way to measure ocean currents directly. Yet the sardine's supply of food, even his ability to spawn, depends on ocean currents. Work now being done indicates that the current patterns of the ocean may be actually much simpler than has sometimes been assumed in the past.

Present at the conference were Dr. John Hart, of the Pacific Biological Laboratories, Nanimo, B. C.; Norman Riddell, chairman of the conference, representing the Washington Department of Fisheries; eorge Harry, Jr., of the Fish Commission of Oregon; Tom Groody, of the California Academy of Sciences, San Francisco; Dr. Frances N. Clark, Anita Daugherty, Leo Pinkas, John Radovich, and Robert Wilson, of the California Division of Fish and Game, Terminal Island; John C. Marr, Dr. Frances Felin, John Colter, Howard Eckles, Carl Walser, and Ted Widrig, of the U. S. Fish and Wildlife Service, Stanford University, Palo Alto; Dr. Elbert H. Ahlstrom, Margaret Calderwood, Dave Kramer, James Thrailkill, and Robert C. Counts, of the U. S. Fish and Wildlife Service, Point Loma, San Diego; and Dr. Roger Revalle, Dr. Martin W. Johnson, Dr. Norris Bakestraw, Dr. Carl L. Hubbs, Dr. Marston C. Sargent, Dr. J. L. McHugh, Robert O. Reid, Warren Wooster, Paul Horrer, Robert L. Wisner.

owner-skipper of the boat, Don Wyman, was rescued by the Coast Guard, called to the scene by another vessel. Wyman's condition was not known, but he reportedly escaped with burns. The Klamath river flows into the Pacific ocean approximately 25 miles south of the Oregon border and 50 miles north of Eureka, California.

Helen Jo:

Helen Jo, named after the son and daughter of Joe Gaspar, skipper, exploded shortly before midnight the latter part of the month. Six persons, all from San Diego, California, were injured; none fatally. They were: Joe Gaspar, Mrs. Gaspar, their son, Joseph, daughter Helen, Charles Gordon, his mother, Mrs. R. V. Gordon. Loss was estimated at $10,000.

APPOINTMENTS

John W. Mueller:

Danforth Anchors announced the appointment of John M. Mueller as sales representative of the company for the entire state of California. After graduating from UCLA, Mr. Mueller's first position was with Western Gear Works. Over a period of eight years he worked in their main Seattle office and in the Vernon and Lynwood, Calif. branch offices. His next four years were spent as assistant manager for T. C. Peacock Machinery Co. Recently Mr. Mueller has been appointed the California representative for the Jabsco Pump Company.

Gerard E. Nistal:

Gerard E. Nistal, formerly on the editorial staff of "Aero Digest" magazine, has been appointed advertising and sales promotion manager, it was announced today by George F. Shecklen, executive vice president of Radiomarine Corporation of America, a service of RCA. A wartime Navy veteran, Mr. Nistal was previously affiliated with Surface Freight Corp. of this city as assistant to the president in charge of advertising and praomotion and with Lear, Inc. of Grand Rapids, Michigan, as advertising and publicity manager. He has also gained nationwide prominence as a free-lance industrial writer-publicist and received the U. S. Junior Chamber of Commerce Distinguished Service Award in 1947 in recognition for outstanding professional and public service.

R. H. Menzies:

The elevation of R. H. Menzies early in June to chairman of the board of Parrott & Co. capped a 58-year career with one of the West's oldest wholesale and importing firms. Succeeding him as president was his son, John M. Menzies, who advanced from the post of vice-president. Louis M. Cole moved up to the vice-presidency of the firm. The elder Menzies joined the firm in 1892 as a junior clerk. Eighteen years later he was elected vice-president. In 1914, he became President, a position he held up to this week. His term covered a little more than half of the corporate life of the company. Parrot & Co. was first founded by John Parrott in Mazatlan, Mexico, in 1840. Parrott came to San Francisco in 1849, shortly after the gold strike. In 1855 he formed the banking firm of Parrott & Co. Meantime, Parrott and William F. Babcock joined the mercantile firm of Alsop & Co., an affiliate of an old New York firm.

Sale:

The banking house of Parrott & Co. was sold to the predecessor of the present Bank of California in 1870. The same year, Alsop & Co. became Parrott & Co. when the New York partners withdrew. The company set a number of precedents in its colorful history. It was the first firm to import coffee on the Coast. As far back as 1858, it brought a cargo of white sugar, rice, coffee and pepper on the barque *Lucy L. Hale* from Siam.

TO NEW FIELDS

Earl M. Nielsen:

Joseph J. Bogdanovich, President of French Sardine Company, Terminal Is-

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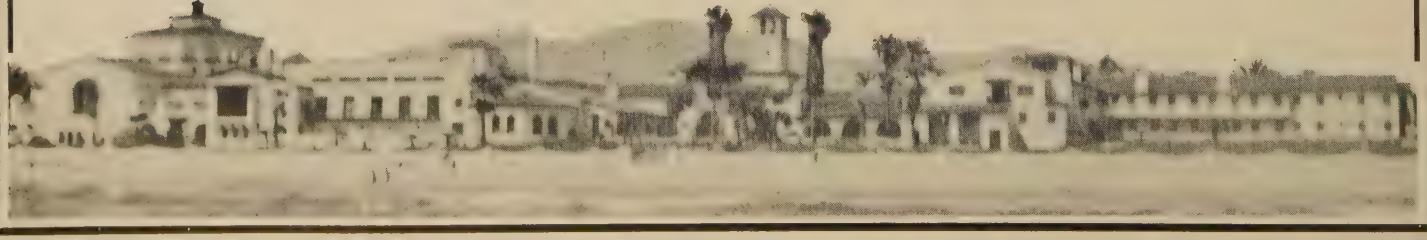

land, and High Seas Tuna Packing Company, San Diego, California, made the announcement. Climaxing a career of many years, Earl Nielsen, General Manager of High Seas and one of the best-known fisheries executives in the business, had decided to leave his post for a new opportunity in San Diego. What it amounted to neither stated.

Successor:

Donald P. Loker, Director of Public Relations and Labor Relations for French Sardine Company, would, in addition to retaining his position in these capacities, succeed Nielsen, Bogdanovich said. "French Sardine," Bogdanovich said, "regrets the departure of Mr. Nielsen and, at the same time, wishes him great success and prosperity in his new duties."

BELOW STANDARD

Japanese Imports:

In San Francisco, approximately 200 cases of Japanese canned tuna were detained because the product failed to meet United States Food and Drug Administration standards. The year's imports, good or bad, were expected to total about 500,000 cases, almost 10 per cent of the total domestic production for 1949.

SCIENCE, SALONS, SARDINES

Breathing Spell:

Scientists who have been studying the life and times of the sardine won't be pinned down on whether there will be more or fewer sardines as a result of the spawning this year.

At their annual conference in the Scripps Institution of Oceanography, La Jolla, representatives of seven Pacific coast agencies engaged in research on the sardine decided the usual seasonal northward progression of spawning has been delayed, possibly by lower water temperatures along the coast.

Spawning was noted from Cedros Island to Southern California waters between February and April. But, said the scientists, many factors can affect abundance before sardines become old enough (about 2 years) to become important to the commercial fishery. Therefore, "no reliable estimate of relative abundance as compared to other years can yet be made," they concluded.

The fish form a major food for tuna, on which much of San Diego's economy is based, and because of the big sardine canning and sardine reduction industry in San Pedro, Monterey and the San Francisco Bay area.

Sardine research now extends from the Pacific Northwest to Baja California. Scientists attended from research institutions in British Columbia, Washington, Oregon and California.

To the Rescue:

Sardine reduction plant operators could combine their limited quota permits during the 1950-51 season under a reversed decision by the State Fish and Game Commission. The action was taken by the commission to forestall "wholesale bankruptcy" among some of the 104 firms which reduce sardines into commercial oils and meals. The overall reduction quota of 150,000 tons, set

(*Continued on next page*)

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San Diego Observer

By SEYMOUR FRANCIS

INDUSTRIAL America! The number of new products that crop up from day-to-day often amazes me. Now a Chicago manufacturer comes up with a revolutionary carton for 25-lb. coils of tying wire that serves the double purpose of both protecting the wire, and providing a convenient, speedy wire dispenser in the shipping room.

Up to now much of the tying wire used for wire-tying cartons, crates, bundles of all types, down to parcel post size packages, has been delivered without wrapping or protection. The Inland Wire Products Company, however, inserts 25-lb. coils into a heavy fibre-board shipping carton for use with their new Inland Model "D" Wire Tying Machine. The top of the 12¼" square, 2½" deep carton is perforated for a 7½" diameter opening.

On delivery, the perforation is easily broken. This exposes the loose end of the coil. The operator simply draws the wire out of the carton as needed. The wire feeds smoothly, without tangling and the coil remains flat and intact. An extra-heavy, plated, wrought iron rod, formed into a U-shaped stand is also furnished with the new Inland carton. Inserted up the back of the carton, it holds the container firmly at a convenient 45° on the floor, up on the shipping table, or suspended from the wall.

The stand holds the carton ¼" off the supporting surface, away from moisture, dirt or grease—thus, the wire remains clean up to the time it goes in the tying machine. The 25-lb. coils of Inland Tying Wire are furnished in 17, 17½ and 18 gauge (coppered or galvanized). Further information on the new packaged coil and Inland Model "D" Wire Tying Machine combination may be obtained from the Inland Wire Products Company, 3947 S. Lowe Ave., Chicago 9, Ill.

•

Two U. S. Patent. (Nos. 250312 and 250313) issued April 11, 1950, are of particular interest to renderers of animal fat and processors of fish meal and oil, and to pharmaceutical houses making various animal tissue products. These patents cover processes for removing fat and water simultaneously from vegetable and animal tissues. An application of these patents is a complete solvent rendering process, presented as a means for replacing the combined operations of wet or dry rendering, pressing and solvent extraction and for avoiding many of the operational difficulties for these older methods.

Another application now in use for manufacturing pharmaceuticals, is the production of raw, desiccated and defatted animal tissue with minimum loss of enzyme, vitamin and hormone activity. Various solvents can be used as the processing medium in these applications. Such processes are now in commercial scale operation at the VioBin Corporation plant, Monticello, Illinois, where more than a million dollars of products have been sold between the time of application for and the issuing of patents.

Ezra Levin, president of the VioBin Corporation, states that the use of these patents will be made available on licensing basis to all who may find them of value. The Bio-Engineering Division of the VioBin Corporation has been set up, under the direction of Dr. Frank Lerman, to work with companies interested in using these processes, making VioBin's pilot plant and laboratory facilities available for demonstration and test runs.

I like to get notice of these new products, which come over my desk from time to time. Somehow, any new product that has merit represents to me a new thought, new initiative, more progress, Americanism. Maybe that's one reason why I have always been proud of my countrymen, even though most people lump these new thoughts that result in new products under the term, Democracy. True, there are many facets to American civilization that merit approval.

earlier this year, remains unaffected. However, the revision will allow as many as three plants to combine permits for the season. Each permit holder will be entitled to reduce a maximum of about 1,450 tons. A similar order was in force the past two seasons because of the sardine scarcity off the California coast.

Earlier, the commission upheld its May decision banning any combining of quota permits. But, at the appeal of the San Francisco Sardine Association, the commission reversed the previous decisions. The commission pointed out that its order calls for limited consolidation. In the past, any number of plants could have combined their permits.

MOVIE-MAN KNIGHT

An Old Custom:

Tuna fishermen really followed the old Navy custom—showing moving pictures at sea. Approximately 35 clippers, ranging from the world's largest, the 165-foot *Scarlet Queen*, to the 90-foot *St. Mary*, had been equipped with especially rigged projectors, resistant to salt air. Skippers of many more craft were planning to acquire such apparatus. The project was brain child of Charles G. Knight, 34, who with his father, J. D. Knight, 72, operated an audio-visual equipment business for several years. The elder Knight served, until he retired in 1946, in the county schools' audio-visual department.

Library:

Charles G. Knight established the Tuna Fleet Movie Service on B Street

Pier, and accumulated a library of 250 feature pictures. He supplies the projectors and films. Each clipper leaves port with five motion pictures. After viewing them, the crew swaps them at sea with other tuna boats. They keep a record of the films seen, report this to Knight in an honor system on returning to port, and are charged for each film. During lulls in fishing for bait or tuna, pictures are shown on the boat deck or the well deck. Some vessels are large enough to convert their galleys into motion-picture theaters, with the crew comfortably seated indoors. "It has proved a big boost for morale during long voyages to distant fishing banks," Knight observed.

LEGISLATION

Research:

A six-year program of fishery research in the Columbia basin had the support of the Columbia Basin Inter-Agency Committee of Federal and State Agencies. The research program would seek to find ways to maintain salmon and steelhead runs in the basin in spite of dams authorized or proposed. The research program, to be financed by the federal government, would cost about $7,755,000 besides about $1,000,000 for laboratories and equipment. The program involves study of ways fish can pass dams and other diversions, methods of artificial propagation and establishment of 30 salmon hatcheries and more thorough studies of the life history of salmon and steelhead. The study also will take up the effects of pollution on fish life, especially in the Willamette and lower Columbia.

Fixture:

The company was a fixture among the commission houses of California Street until 1946, at which time it moved to present quarters at 231 Sansome street. Its business encompasses many lines. It imports London gin, Scotch whiskey and French brandy. It is brokerage agent for large sugar, canned fruit, vegetable and fish farms. It is a factor and distributor in the frozen foods field. It also is agent for two British marine and mercantile insurance companies and one New York insurance house. The company expanded activities from strictly import to the brokerage and manufacturer's agent lines in 1908, when five branch offices were opened in Los Angeles, Seattle, Tacoma, Spokane and Portland.

NORTHERN TREK

On June 15, Northwest Airlines, which operates 14 flights a week to Alaska from Seattle, completed three flights from the Oakland Municipal Airport carrying a total of 156 bay area fishermen north for the fishing season at Naknek, Alaska. J. J. Fauteux, California sales manager for Northwest, with offices in San Francisco, said the three flights from Oakland were the result of a contract made by the airline with two canneries in Alaska.

Fauteux said the fishing season in the north starts on June 25, and the 156 men are proceeding north to rig boats and fishing gear in preparation for the opening of the fishing season.

WASHINGTON STATE

Report:

Exceptional growth and low disease loss records were achieved by the State Department of Fisheries in its saltwater rearing experiments on salmon at Bowman Bay Marine Biological Station this year. The last of 53,000 pink and 130,000 chum salmon have been marked and released in the Dungeness and Samish Rivers at the conclusion of a 140-day rearing period. Their parents were taken from the streams last fall. Neither species lends itself to prolonged freshwater feeding, and in its efforts to minimize mortality among hatchery fish by raising them past the fry stage, the department has been conducting research for the past three years at Bowman Bay, near Deception Pass. Here the pinks and chums are moved from fresh into salt water by gradual degrees.

Cannibalism:

This spring, the Dungeness pinks weighed 1,110 fish per pound when they were transferred from Samish Hatchery at an age of 70 days. When planted June 21 at age 139 days, they weighed 107 to a pound and averaged 4½ inches in length. Most of the loss, according to Chief Biologist Norman Riddell, was due to cannibalism. The diseases which frustrated previous attempts to rear them failed to appear to any extent within the rearing period. The shift into saline water was begun on the 112th day with a mixture of 10 percent salt water. The ratio had been advanced to 90 percent at time of planting.

(*Continued on next page*)

RUST STOPPED!

DURING JULY

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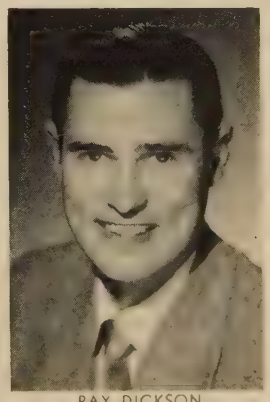

RAY DICKSON
General Sales Manager

RESEARCH

Ships and Men:

The *Hugh M. Smith* returned from her cruise IV. During this cruise she made plankton hauls at a series of stations around the Hawaiian Islands for the purpose of determining the vertical distribution of tuna eggs and larvae. She also conducted limited live bait fishing for the purpose of catching skipjack and yellowfin tuna for preliminary experiments toward the development of tagging techniques. She departed again on Cruise V, June 16. This cruise will take her to the Leeward Islands to scout for bait and, thence, she will proceed southward to the Phoenix Islands where some long-line fishing wil be conducted. The primary purpose of the cruise, however, is to occupy hydrographic stations in two series crossing the equatorial counter-equatorial current system comparable with the similar sections taken last winter, in order to determine seasonal variations in these currents. The *John R. Manning* returned from a two-month cruise to the Line Islands, during which she found limited opportunities for purse seine fishing, and made only two sets, both of which were unsuccessful. Very good trolling for yellowfin tuna was found in the vicinities of Kingman Reef, Washington and Palmyra Islands. She is now reoutfitting for a voyage to the Phoenix Islands where purse seining will be attempted, both alone and in company with the *Henry O'Malley*, which will chum with live bait to try to stop schools for seining operations. . . . The *Henry O'Malley*, which returned from a local live bait fishing cruise on June 8, has been undergoing repairs and outfitting for Cruise IV to the Phoenix Islands. She has since departed, will conduct exploratory live bait fishing in the Phoenix group, employing bait from Canton and Hull Island lagoons. . . . Comparison of morphometric data on yellowfin tuna from the American West Coast and from the Hawaiian region has been completed, and it has been definitely demonstrated that the two populations of fish are quite distinct. A report for publication on this study will be prepared in the near future. . . . A bibliography of Pacific tuna biology was completed by Bell M. Shimada and transmitted to Washington for publication as a *Bulletin* of the U. S. Fish and Wildlife Service.

Congratulations

J. B. Scott, Immigration and Naturalization Department, San Diego, California, receives "Ben Ameritus" certificate from Benedict V. De Bellis, Grand Venerable of Sons of Italy Lodge in California, at recent OSI banquet in Border City.

CONCLAVE

OSI:

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bers of the far-flung Order of the Sons of Italy. The Grand Convention was held in the U. S. Grant Hotel. One of the highlights was the installation of the Junior Garibaldi Lodge. Main order of business was revision of some by-laws, and also renewal of the organization's insurance system for members. A magnificent dinner climaxed the occasion.

DRIVE

Cooperation:

The 4,000 members of the Fishery and Cannery Workers of San Diego were willing to cooperate in the "Buy in San Diego" campaign launched July 21 by the Typographical Union. Two million personalized business cards bearing the name and address of each member of 64 AFL and IAM unions were printed through joint cooperation of the Typographical Union, Allied Printing Trades and the employing union printers. Eight different cartoons were used on the backs of the cards reminding San Diegans to buy at home. Each union member received 50 cards to be distributed to the business places most frequently patronized. "The money you have just received represents wages paid to organized labor in this vicinity" appears at the top of each card. In the lower corner "May I suggest you reciprocate by employing, patronizing and encouraging all organized crafts and trades." The card campaign, known as the San Diego Plan, was seen as the greatest single undertaking of its kind ever inaugurated by labor in the United States. The printing crafts donated the bulk of the labor in the preparation of the cards estimated at $120,000 had the project been handled on a commercial basis.

FOREIGN EXCHANGES

Panama:

There was no change in present regulations regarding bait licenses, which are good for the remainder of the year. The petition filed by the American Tunaboat Association was not acted upon favorably, and no favorable action is expected in the near future. One reason was the publicity received by American and Panamanian interests in the Panama press on plans for cannery construction and operation which supposedly would employ several hundred nationals. Concurrently there was pressure to eliminate bait licensing for next year, allegedly to help the new cannery. These matters are still in the talking stage. A considerable amount of the smoke generated by press publicity and other activities was clearing with the prospect that, within a short period of time, the course of action could be better defined. As present, in spite of much publicity to the contrary, no change had been made or was likely to be made soon in the present law.

Unofficial word was received that the Panama government had established a system for identifying individual crew members on fishing vessels. The plan was that each vessel will be inspected each trip to check identification of crew members. A fee of $10 per trip was contemplated. Purpose of the identification and inspection system is to keep a type of control over persons entering territorial areas. Reason assigned was the emergency brought about by the Korean situation. Official confirmation when received would be covered in a special bulletin to managing owners.

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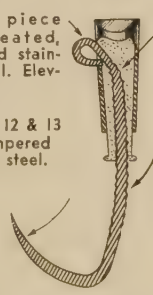

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SIGHTED SARDINE

(Continued from page 10)

them upside down to trap samples of water at the desired depth. Samples are tested for salinity content and explored for amount and composition of small plants—"phytoplankton" is the scientific term—which are a part of the diet of sardines.

Another staple sardine food, small animals or "zooplankton," is taken with plankton nets. These six-foot-long, narrow, fine-silk nets have a small bottle at the end and an effective closing device. As potential in possible consequences as dynamite, an interesting experiment in electronics that is going on aboard the *Yellowfin* may help some day to revolutionize the fishing industry's procedure. As a side-line, Radio Operator Herbert Haldane is conducting experiments on the possibility of driving fish into nets with electricity. Two scientists in Germany are known to have successfully conducted such experiments in fresh water. The California Academy of Sciences is undertaking laboratory experiments with the same thought in mind. But, so far as is known, Haldane's is the only such work being done in the Pacific ocean.

MOST sardine scouting is done on dark nights, and equipment up on the flying bridge aids visual observation for "fire on the water." The "fire" is merely the phosphorescense of plankton in the water and its intensified flashes are caused when a school of fish disturbs the plankton. Thus, a school of fish is well indicated and described by the tell-tale "fire." Fortunately, both the skipper, Captain Paul D. Petrich, and the boatswain, Andrew Felando, are former sardine fishermen. Their practical experience is of value both in locating schools and in estimating their size.

As the *Yellowfin* and *Scofield* ply the ocean off the coast of California, additional ships belonging to other agencies are doing equally important and closely related work. Altogether, four agencies are coordinating their work under the direction of the nine-man Marine Research Committee. The cooperating agencies—Scripps Institution of Oceanography, U. S. Fish and Wildlife Service, California Academy of Sciences and the California Division of Fish and Game — are all working on different phases of the same problem and all with the same objective.

That objective in a nut shell, as recently stated by the committee, is "studying the sardine in its environment, in order to understand how this environment — physical, chemical, and biological—affects the survival of the sardines when young and their distribution (availability) when they are of commercial size." While the objective may be simply stated, the problems and work involved in reaching that goal is an entirely different matter. The study involves many broad questions, but those predominant are:

WHAT causes the wide variation in year-crops of sardines? Is it the difference in abundance of spawn? If so, what causes that difference? Food? Water temperatures? If the difference caused by variation in survival of young sardines? If so, what causes those variations? Food? Abundance of predators? What factors most influence the location of the fish, their availability to fishermen? Is the recent world-wide decline in sardines—evident in Europe

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and Japan as well as California—due to a common cause such as an epidemic, or is it coincidental and unrelated?

These are only some of the questions that biologists keep in mind as they gather voluminous statistics and data aboard the *Yellowfin*, the *Scofield;* on the *Horizon* and *Crest*, belonging to Scripps Institution; and the *Black Douglas* of the U. S. Fish and Wildlife Service. The study covers a range extending from the Columbia River south to Pt. Abreojos, Lower California, and requires scores of "stations," some extending as far out as 400 miles.

Thousands of samples are taken at different depths. Attention is given to salinity and temperature of the water, amount of dissolved oxygen, eggs and larvae of sardines and other fishes, abundance of plant foods and various types of fish foods. The particular concern of the *Yellowfin's* biologists are: Estimating the size of each year-crop of sardines by a census of the young fish on the nursery grounds; determining the range of foods and food selectivity of the fish; and, finding the predominant factors that determine survival of young sardines.

THE unromantic data gathered for this purpose stack up into great piles of figures, facts and work. But from all this come the final conclusions which may some day permit the Division of Fish and Game to estimate the annual yield of sardines two years in advance. This information will allow a wise regulation of the harvest which is necessary to maintain a sustained yield.

***Little Cutri* Little Cutie**

Latest jig boat to join San Diego, California's commercial fishing fleet is the *Little Cutri*, a 40-footer, owned by Cosimo A. Cutri, Insurance Agency. (See *Pan-American Greets the Fleet!*—page 28).

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THE FLEET!

(*Continued from page 14*)

be. She'll be away for at least a year and will be, during such time, far away from mechanical attention other than that provided by her own crew. The clipper is powered by a Superior Model 60 six-cylinder, 12-inch by 15-inch diesel which develops 465 h.p. at 450 rmp. The engine can be fully controlled from the pilot house. She was built by Tacoma Boatbuilding Company, Incorporated, on City Waterway, Tacoma. She was designed by Wilvers and DeFever, naval architects of San Pedro. Arthur DeFever, of the latter firm, was directly in charge of plans and supervised construction as Captain Bertin's representative. The *Hortensia Bertin* is 103 feet long. Her beam measures 25 feet, 10 inches, and she has a 12-foot, 10-inch molded depth. She flies the Honduran flag and is owned by Captain Bertin through his Cargueros Panamenos, S.A.

Built of heavy Douglas fir, the clipper is equipped to make it one of the most modern fishing vessels in its class. Thirteen fish holds will carry 186 tons of tuna. These include three refrigerated holds on deck which serve as bait boxes on the outboard trip and four oil fuel tanks which are used for frozen fish on the trip back in. Below, the entire space, with the exception of the engine room and the chain locker, is used for fish. The crew consists of native fishermen except for the skipper and engineers. Captain Bertin owns another tuna clipper, *Yolande Bertin* and five cargo vessels.

LITTLE CUTRI

Riding as proudly at anchor as any of them last month was the *Little Cutri*, property of Cosimo A. Cutri, President, Cutri Insurance Agency, San Diego. Named after Cutri's youngsters, she is 40 feet long, has a 19.7 beam and was built in 1950, a converted LCVP. (Seems funny, putting you in here with these big clippers, you little squirt. But you're too cute to pass up.)

See you next month.

—Dorothy Harvey.

WINDFALL!

(*Continued from page 11*)

nounced that canned tuna sales had climbed to the highest level of recent years. The rush to buy tuna extended down the brackets from brokers to consumer, with the trend visible across the nation. True, they agreed, tuna sales always were at a seasonal high in July, and the Korean war scare may have had a little to do with the deal. But, overall, the blasted treaty had put new life into the industry.

EVEN Earl Nielsen, General Manager of High Seas, and one of the shrewdest anlysists in the business, expressed optimism over the picture. Back in San Diego from an extended trip, Nielsen characterized the state of the tuna industry as "very healthy at the present time." Sales, he explained, were at a satisfactory level; fishing had been good during the season, and current inventories were not excessive, in view of the demand.

"Sales trends have been most encouraging since early in July, and should continue at a high level through August," was the opinion of Harold P. Requa, Advertising Director of Westgate-Sun Harbor.

Many industry leaders, however, had a warning note to sound. While estimating that the total tuna production during 1950 would possibly exceed the all-time high of 7,000,000 cases packed last year, they cautioned that this output posed a question of huge inventories later in the year. The need of more adequate protection from climbing importations had not died. This outlook, in particular, was voiced by Dr. Wilbert M. Chapman, Special Assistant to the Undersecretary of State for fisheries.

"The tuna industry," he observed, "would like to see tariffs on imported tuna doubled immediately. Local industry leaders fear that, during the next few months, Japanese and other foreign tuna will enter this country in increasing volume to beat the tariff deadline."

CONTINUED plugging for controlled importations, quite naturally, was generally accepted in the industry as a necessity, if American fishing was to expand as it should. But rejection of the Mexican treaty had been a windfall that amounted to great relief.

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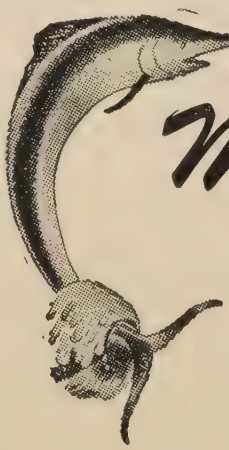

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HIGH SEAS

(Continued from page 15)

"There are many small kinks to be eliminated yet," he explains. Some of these involve the modernization of the labeling and shipping departments, as well as more work on the plant's exterior. In the future, the exterior will be stuccoed and the surrounding area beautified."

Looking at High Seas' 20th Century streamlining today, it is difficult for the casual observer to realize that the plant was but a small part of the old Hovden enterprises, in San Diego's early-day fishing operations. Prior to 1941, it was known as the Fishermen's Tuna Packing Company. Today, the sprawling French Sardine Company of Terminal Island, California, is a part owner.

NIELSEN, a man who knows the fish business backwards, as well as forward, likes to recall the old days. He got into the swim originally by joining

the California State Fisheries, and set out to learn from the ground up. In this sort of education, to be sure, he had plenty of heritage. His six uncles all were seagoing fishermen of Norway. Many of today's most successful commercial fishermen and boat owners got their start in working for the High Seas plant. Nielsen likes to recall that it was that lusty pioneer, M. O. Medina, who unloaded San Diego's first big clipper, the *Atlantic*, at High Seas.

"It seems that I've been looking toward modernizing High Seas for most of my life," he says. "And, while on the subject, I want to thank, in addition to Maintenance Superintendent, Wayne Prickett, a couple of fellows that really worked on the job. They are John Xitco, Production Superintendent, and former Production Manager, Bill Robinson."

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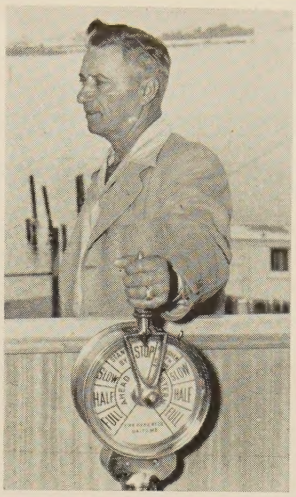

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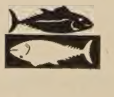

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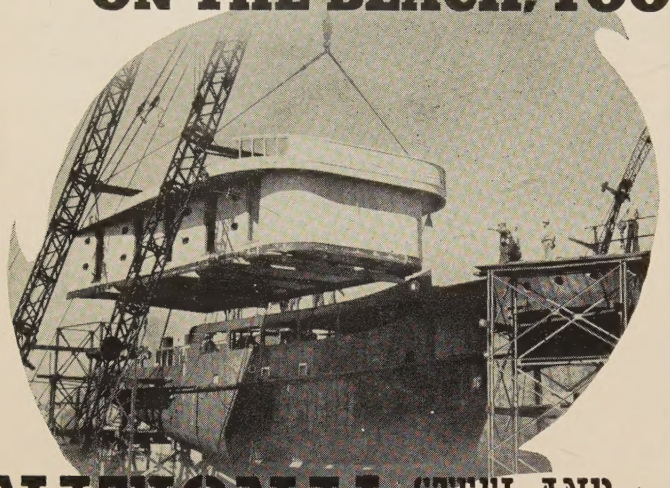

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Beware when force is applied to make you buy. Coercion . . . used without consideration of your needs . . . reaps a profit for the seller . . . not for you.

When you buy a car . . . a home . . . don't buy "forced" insurance. Be sure the insurance you do buy fits in with your overall insurance program . . . gives you the safety you need . . . where you need it. Don't buy just because it's one of the "extras" tacked on to the purchase. You lose money by "short rate" cancellation of existing insurance—WHICH CAN BE TRANSFERRED!

Check with a recognized member of the INSURANCE AGENTS ASSOCIATION of SAN DIEGO* He protects your freedom of purchase by giving you knowledge with which to fight force. He analyzes the insurance you have before recommending the type of insurance you need. Use his services. Avoid coercion and the expense of buying wasteful, "forced" insurance. To be sure—insure where you see this sign. . . .

INSURANCE AGENTS ASSOCIATION OF SAN DIEGO

INSURANCE AGENTS ASSOCIATION OF SAN DIEGO

*LISTED IN THE CLASSIFIED SECTION OF YOUR TELEPHONE DIRECTORY